

AMENDMENTS TO THE
ADOPTED THOROUGHFARE PLAN
REGARDING THE EXPANDED
FUJI-ISUZU DEVELOPMENT AREA

THE COMPREHENSIVE PLAN FOR
TIPPECANOE COUNTY
VOLUME 4: THE THOROUGHFARE PLAN
ADOPTED SEPTEMBER 16, 1981

TIPPECANOE COUNTY AREA PLAN COMMISSION
20 NORTH THIRD STREET
LAFAYETTE, INDIANA 47901-1209

SUE W. SCHOLER, PRESIDENT
JAMES D. HAWLEY, EXECUTIVE DIRECTOR

APRIL 1987

ADOPTED BY THE TIPPECANOE COUNTY AREA PLAN COMMISSION AT ITS
REGULAR MEETING ON APRIL 15, 1987

Resolutions from the Lafayette City Council and the Tippecanoe County Commissioners have requested the Plan Commission to hold hearings and recommend amendments to the Adopted Thoroughfare Plan.

The amendments involve the extensions of two arterial thoroughfares in the area of Ross Road and SR 38, and the expansion of the existing Urban Area Boundary which reflects an outdated, 1970's designation west of Creasy Lane.

Currently the Adopted Plan calls for Creasy Lane to be extended south from its current terminus at SR 38 to US 52. In this same area the Brady Lane extension is shown as continuing east from Ross Road/US 52 to SR 38 adjacent to the Elliott Ditch. These routes were placed on the Thoroughfare Plan after the 1978 Transportation Plan was completed.

In examining these Transportation corridors, and in response to the need to provide utility corridors from southeastern Lafayette to the Fuji-Isuzu plant site, a new proposal has been made. Both the east-west function of Brady Lane extended and the north-south function of Creasy Lane extended can be accommodated in a single route linking Creasy, Brady, SR 38 and US 52. This also creates a utility corridor for water and sewer to the areas east of the city, which also allows the restructuring of a drainage easement for a critical branch of the Elliott Ditch. This connection will be shorter than the previously proposed extensions, and acquisition can be initiated within the immediate future (less than six months).

The amendment thus replaces the Creasy and Brady Lane extensions (N-S and E-W) with a single diagonal corridor starting at SR 38 and Creasy, crossing Ross Road and then US 52 just north of the IVY Tech parking lot, and connecting to Brady Lane east of the County Highway Garage. The corridor crosses undeveloped County-owned land from Ross Road west to Brady.

In addition, the current skewed intersection of Haggerty Lane (CR 200 S) and SR 38 will be eliminated: Haggerty will be turned southward to connect to SR 38 between the 7-UP Warehouse and the TSC Store in a newly designed, safer, right-angle "T" intersection. The urban portion of McCarty will be extended east past Treece Meadows to the urban area boundary.

The Urban Area Boundary will be adjusted to follow the PSI power line from SR 26 south to the Norfolk & Southern Railroad, then west to Concord Road, and then south to the north boundary of CR 350 S.

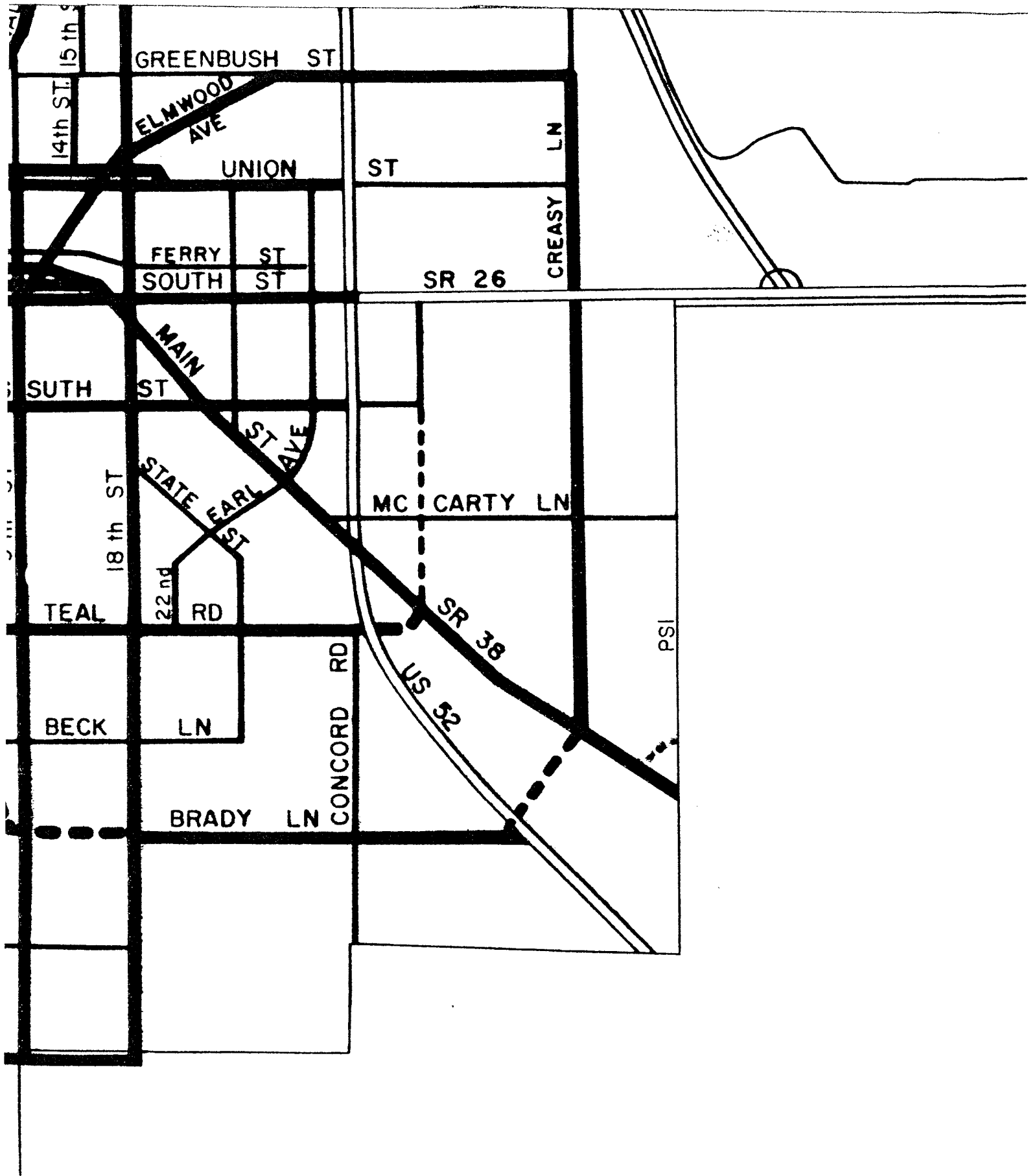
This change corresponds to the boundary recommended by the Plan Commission two years ago and approved by the Federal Highway Administration and the Indiana Department of Highways in February 1987.

Since these changes affect both urban and rural areas and the Thoroughfare Plan is developed in two graphics, urban and rural, "before- and after-amendment" graphics have been prepared and attached to this report.

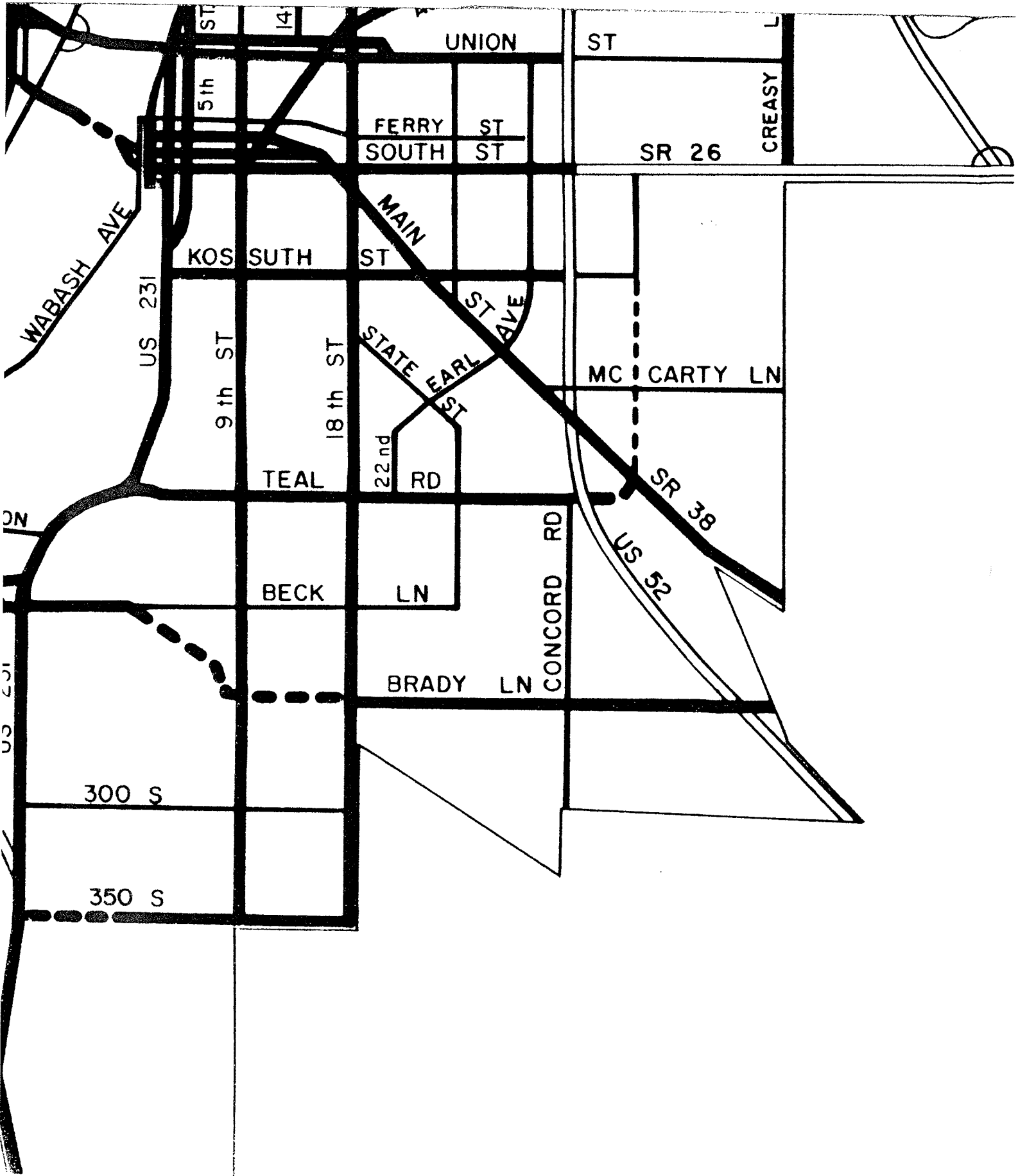
The new Creasy Lane Extension is designated an Urban Primary Arterial, (proposed) and will be developed as such. Existing Creasy Lane is classified an Urban Primary Arterial reflecting its new position inside the urban area boundary.

These amendments are fully compatible with the Land Use Plan amendments that have been submitted simultaneously.

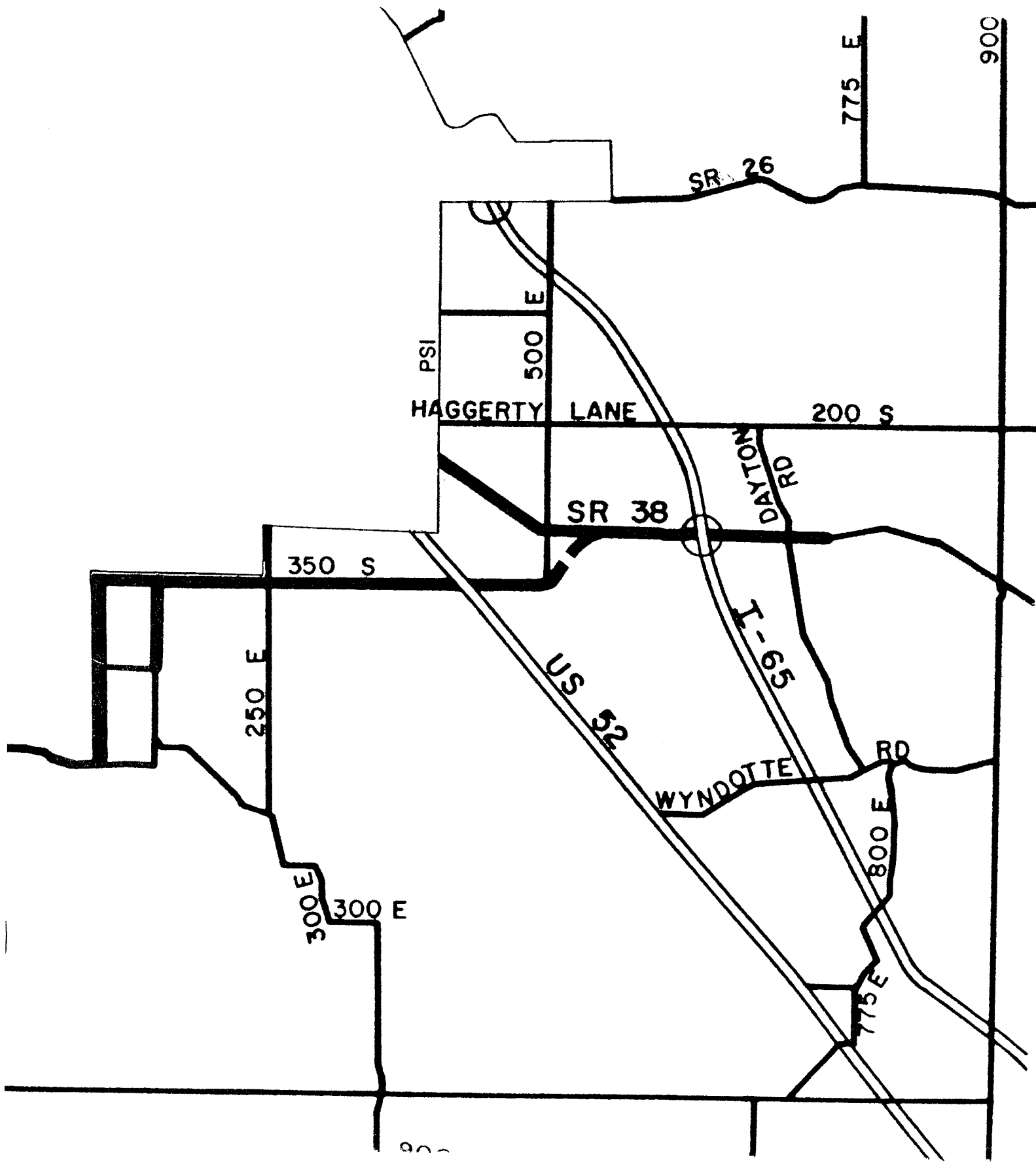
Thoroughfare Plan
Urban Area
After Amendment



Thoroughfare Plan
Urban Area
Before Amendment



Thoroughfare Plan
Rural Area
After Amendment



Thoroughfare Plan
Rural Area
Before Amendment

